1995-96 के दौरान अब तक आवंटित राशि का वर्षवार और रेललाइन-वार ब्यौरा क्या है?

रेल मंत्री (श्री सी० के० जाफर शरीफ): (क) 80.30 कि० मी०

(ख) हरियाणा में 1.3.95 तक 127 मार्ग कि० मी० विद्युतीकरण किया गया है।

(ग) जी, हां।

(घ) जिला-वार ब्यौरा नहीं रखा जाता है।

(ङ) हरियाणा पर्याप्त रेल नेटवर्क द्वारा सेवित है, 31.3.94 की स्थिति के अनुसार अखिल भारतीय 19.06 के आंकड़े की तुलना में इसका प्रति 1000 वर्ग० मी० के हिसाब से मार्ग 33.89 कि० मी० है।

(च) पिछले तीन वर्षों तथा 1995-96 के दौरान वर्ष-वार तथा रेलवे लाइन-वार आवंटित की गई राशि इस प्रकार है:—

(लाख रुपयों में)

	1992-93	1993-94	1994-95	1995-96
(i) रोहतक-जाखल का दोहरीकरण	500	1	110 +143 (राजस्व)	—
(ii) रेवाड़ी-भटिण्डा का आमान-परिवर्तन	—	6200	6561	1000
(iii)(क) नरेला-अम्बाला का विद्युतीकरण (दिल्ली-अम्बाला-लुधियाना खंड का भाग)	730	2527	2174	2830
(ख) अम्बाला-जगाधरी	50	237	20	32

Reservation Quota in the allotment of Stalls

2594. SHRI MOHAMMED AFZAL *alias* MEEM AFZAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether any quota has been fixed for SCs/STs, backward classes, poor sections and handicapped, in regard to allotment of stalls at Railway platforms;

(b) if so, what are the details thereof; and

(c) what are the zone-wise details of such allotments at present?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

(b) and (c) Do not arise.

Travel as you wish scheme of Western Railway

2595. SHRI RAMDAS AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Western Railway has introduced a new scheme namely "travel as you wish" for the suburban passengers;

(b) whether similiar schemes are proposed to be introduced in other railway zones also, particularly in Delhi, Rajasthan and Orissa;

(c) if so, the details thereof and the estimated expenditure involved in respect thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes Sir.

(b) to (d): At present, it is proposed to extend this scheme only on Central Railway suburban system at an estimated cost of Rs. 17 lakhs.

The introduction of this scheme in

Delhi, Rajasthan and Orissa will not serve any useful purpose because these do not have suburban system.

Stoppage of Purshottam Express at Bokaro

2596. SHRI GAYA SINGH :
SHRI JALALUDIN ANSARI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received several public petitions by different social organisations and Government and semi Government organisations, regarding stoppage of up and down Purshottam Express and its running through Bokaro Steel City;

(b) whether there is any proposal under Government's consideration regarding running of Purshottam Express through Purlia *via* Kot Shila, Bokaro to Gomo Jn., which is the shortest route in comparison to the existing route;

(c) whether there is any proposal under Government's consideration to raise the reservation quota in Bokaro in all the trains, specially in Purshottam Express from July, 1995; and

(d) if so, what are the details thereof and if not, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (d) Some representations have been received for routing Purshottam Express *via* Bokaro Steel City-Kotshila-Purulia, but the same has not been found desirable due to operational constraints including change of traction, reversal, lower speeds etc. which will increase the journey time by about 80 minutes. Due to limited availability of reserved accommodation and full utilisation of quotas at the existing quota holding stations, there is no proposal at present to enhance the reservation quota at Bokaro station by any train.

Jobs generated by gauge conversion projects

2597. SHRI S.S. AHLUWALIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that emphasis of Government has been on gauge conversion projects during the current plan period;

(b) whether the gauge convesion projects have been found useful in providing jobs, particularly to the local, unskilled hands, in the respective areas;

(c) if so, the details of additional jobs generated by the projects and the average tenure thereof;

(d) whether Government have taken up gauge conversion projects in Bihar also;

(e) if so, the details thereof, alongwith the details of jobs generated and/or expected to be generated by it; and

(f) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Yes, Sir. Gauge conversion is one of the thrust areas.

(c) The direct and indirect employment generated by gauge conversion projects is estimated at 10,000 mandays for each kilometre of conversion.

(d) Yes, Sir.

(e) The information is given below: